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Hongkong Daily Press.

ESTABLISHED 1857.

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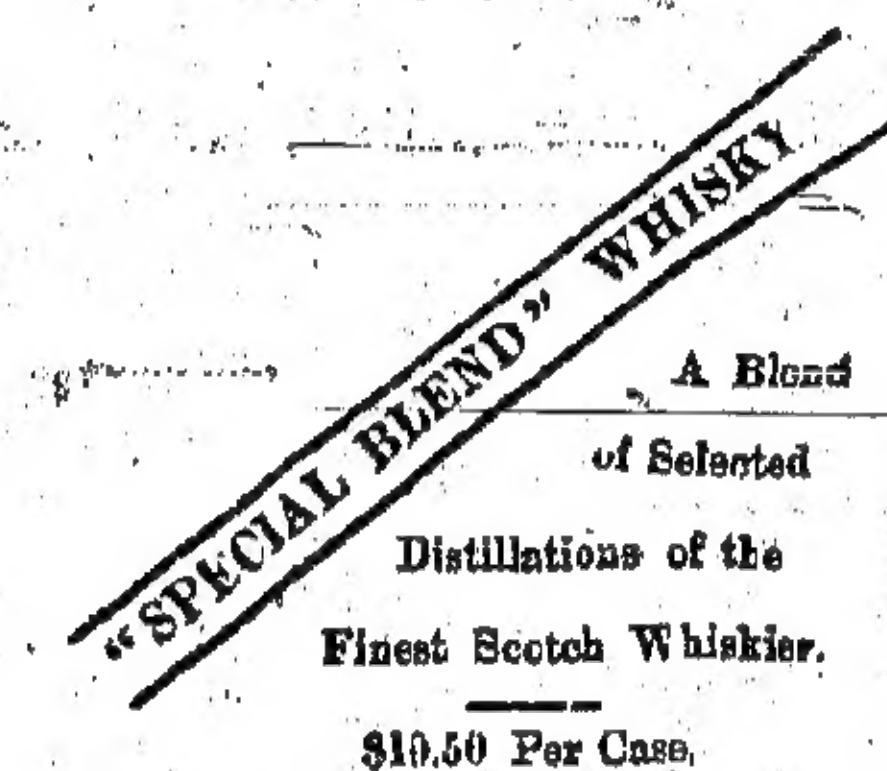
No. 14,755 號伍十五 七千四萬一第 日二十月六年十三第光 HONGKONG, MONDAY, JULY 24th, 1905. 壹拜禮。號四十二月七年五零百九千一英港香 PRICE, \$3 PER MONTH.


BLEND
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Hongkong, 12th July, 1905. [133]

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Hongkong, 4th July, 1905. [1596]

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T. C. SWABY, Proprietor.
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From the University of Pennsylvania, U.S.A.
Hongkong, 24th July, 1905. [61]

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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERBILLS FORD, N. C.
July 3, 1903.

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Very truly,
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Hongkong, 15th August, 1904. [a59]

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ALL NEW GOODS IN STOCK.
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Hongkong, 27th May, 1905. [a1298]

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Hongkong, 24th July 1905. [a1729]

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Hydraulic Elevator, hot and cold water
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Lunch Service for Guests.
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Hongkong, 31st October, 1902. [a45]

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have been thoroughly renovated and furnished
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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

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Hongkong, 7th October, 1904. [94]

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Both Hotels under experienced European
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Every Comfort and Convenience for Residents
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WM. FARMER.

[a1347]

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HAS been re-opened under European
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as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant resort for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
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Canton, give easy communication with both
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[a241]

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All letters for publication should be written on
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 24TH, 1905.

People with sensitive tympanums, who have noticed and deplored the unnecessary noises of China, would no doubt read with some interest the ingenious explanations evolved by Mr. ALLEYNE IRELAND in an extract published in the last issue of this journal. Mr. IRELAND reviewed the fire-crackers, the gongs, the shouting, and the other noises everlastingly resounding in this island and in China, and then endeavored to show why these things should be. The purely hypothetical nature of these explanations seems easily discoverable, and, indeed, it is admitted that they are nothing more than speculations, although the writer seems to believe that in them truth may be concealed. When it is suggested that the high tone of Chinese conversation is to be accounted for by the badness of Chinese roads, there is considerably more plausibility than truth, we think; for although it is admitted that many of most of Chinese roads require walking in single file, which would cause two conversing pedestrians to shout to each other, according to Mr. IRELAND, we remember quickly that similar conditions are present in Japan, where the conversational voice is by no means an approach to the Chinese bellow. "Walking thus," according to the theorist, "means that peripatetic conversation must be loud to be audible." We can only repeat that it is not observable in Japan, where there are countless paths through the padi which cannot be traversed by two abreast, and where even the richest coolies quarrel sotto voce. As for the noises of Chinese cities causing the Chinese to talk

in the loudest tones they can command, it would naturally be expected that the people of other large cities would be similarly affected. Yet in London, where the roar of traffic might be supposed to cultivate among the people the Chinese voice, there is a uniform alto which never rises to the strident tones of the north countrymen in quiet villages where there are no city noises and no narrow roads. Mr. IRELAND advanced still another "reason why the Chinaman shouts instead of speaking in what we should recognize as a conversational tone." He says that most Chinamen are deaf through the practice of shaving the small hairs inside the ears. Here again we have to direct his attention to Japan, where the common tonsorial practice is to shave or rather pluck the hairs from both ears and nostrils. Supposing that the absence of these auricular excrescences were to weaken, instead of, as seems more likely, to strengthen the faculty, we are confronted by the fact that the Japanese sense of hearing is very acute as a rule, and conversation carried on by them in a tone much less distressing to refined ears than the distracting sounds produced by the Chinese gossips. Then again, comes a more far-fetched explanation still, in which we are treated to a picture of a Chinaman where "mutual suspicion is the most striking characteristic of the whole people" and where a man who retires into a corner to whisper with a friend lays himself open to all sorts of accusations. Hence, "the aim of every Chinaman is to say nothing during the whole course of his life which cannot be heard by everyone within a radius of fifty yards." Humorously as this point is put, it is meant apparently as another explanation of the extraordinary yelling habit of almost all Chinamen, high or low. When a European habitually pitches his conversation in a voice that rises above the rest, it is usually understood that he is ill-bred, and has the defective qualities of low-breeding. He is an egotist of the worst type, self-opinionated, bellowing, self-conceited, and, to use a well understood idiom, "unlucky." We are aware that the Chinaman has been well endowed with a good self conceit, that he is not of the humble and meek sort who are to inherit the earth some day; and we do not see any sufficient reason to go hunting much further afield for explanations of a characteristic that is unfortunately too painful to be a subject for successful jesting. The Chinaman, let us say, is noisy because he is simply inconsiderate of the feelings of others; and the habit of raising the voice is one of the most, catching.

Saturday's plague report was blank.

Seven time-expired men of the Royal Garrison Artillery left for England in the s.s. Java.

The German Mail of the 22nd June was delivered in London on the 20th inst.

It is announced that the Hongkong Branch of the Imperial Bank of China will be closed at the end of the present month.

The Government of British North Borneo advertise in our columns to-day for tenders for their Revenue Farms for the next three years.

To-morrow the Sanitary Board will consider the committee's recommendations as to when (if ever) Hongkong buildings may be erected more than 76 feet high.

We have received a copy of the report of the Committee of the Hongkong General Chamber of Commerce, for the year 1904. Most of the matter has already received attention.

Under the provisions of section 21 of Ordinance No. 10 of 1899, Junk Bay is added to the list of ports of the Colony, published in Government notification No. 720 of the 6th November, 1903.

The Federated Malay States Geologist comments on the enormous deposits of China Clay in Perak, which are practically undeveloped, and suggested that a paying local industry could be established.

Messrs. Lane, Crawford and Co., who are shortly moving, into their new premises, announce a "Removal Sale" for one month commencing on the 1st prox, when they will sell at a discount of 20 per cent for cash.

Notice is given in our advertising columns in connection with the removal of the barriers in the Canton River, that the dredger will commence work to-day on the North side of the Channel through the Whampoa Barrier.

The arrangement made between the Singapore Government and the Kaoh Co. to deepen Bakit Komat shaft to 1,500 ft. has, unfortunately come to an end, the company concluding that it is inadvisable to incur any further expenditure on this joint shaft.

G. Lund, another deserter from the sailing ship *Adabo*, was arrested on the Praya on Friday, and sentenced by Mr. F. A. Hazeland at the Police Court on Saturday to three weeks' imprisonment with hard labour. Should his ship return before the expiration of his sentence he will be placed on board.

As illustrative of the spread of ancestor-worship in China, there is a tale of a Shanghai "work" which was seen to weep outside a sausage vendor's shop.

The news from Shanghai, that the visit of Miss Allen Roosevelt and Mr. Secretary Taft is postponed on account of Mr. Hay's death, is contradicted. The party is on the way, and full preparations are made at Manchu for their housing and entertainment.

The copy of an order of His Majesty the King in Council for giving effect to the treaty between His Majesty and the President of the Republic of Cuba for the mutual extradition of fugitive criminals is published in the current Government Gazette.

The *Rehille-narr*, whose total loss was reported on "Saturday," was once boarded by her late Majesty Queen Victoria, and into the deck, where her first footprint was made, the officers of the ship had laid a piece of ebony to permanently mark the spot.

The *Pull Mall Gazette* makes this astonishing statement:—"It is certainly the case, that under existing conditions the trade of Japan with her neighbours is stagnant, and must remain so, until the end of the war." The "certainly" of the *P.M.G.* reflects some discredit on its sources of information.

What follows is American. At a fashionable wedding at Lynchburg, Virginia, a little boy and girl preceded the bride and bridegroom up the aisle each carrying a silver pillow stuffed with the love-letters of the bridal pair, who knelt on the pillows during the ceremony. Love-letters as pillow stuffing would be more like hamster shavings than down; but a pillow case of silver—that would be worse than hotel-style armoured linen.

It is notified in the *Gazette* that Government Notifications No. 538 of the 27th October, 1900, relating to Stone Cutting and Earth Collecting on Crown Land, and No. 679 of the 11th November, 1901, No. 290 of the 12th May, 1922, and No. 534 of the 4th September, 1913, relating to the Licensing of Fishing Sticks and Nets are cancelled, and that the Rules made by the Governor in Council on the 4th day of May, 1905, and on the 9th day of June, 1905, are substituted therefor.

Thus says the *Chefoo Daily News*, speaking of those who admire the Japanese:—"Of such is the kingdom of Japan worshippers. Defective in vision, frothy in intellect, blatant, ridiculous and insane in their notions, they present a spectacle of which their contemporaries may be ashamed but which, nevertheless, is a dangerous condition at the present period of the world's history." These who like Japan's good points are also described as "strutting about with chrysanthemums in their button-holes" and "vacuums in their organs."

A "RAUB" CRUSHING.

Messrs. Benjamin, Kelly & Potts received a telegram from Singapore on Saturday stating that the Raub crushing for the past four weeks realized 465 ounces of smelted gold from 3,470 tons of stone.

BURGLARY AT YAUMATI.

Early on Saturday morning a coolie forced an entrance into an aerated water shop at Temple Street, Yaumati, and annexed the money drawer containing an amount of \$428. In making his way out of the shop he fell over a stool, making so much noise that he awoke the master, who raised an alarm, and pursued the fleeing coolie. He caught him, but a fall made him loosen his grip. The chase was continued in the direction of the Yaumati Police Station, and pursued and pursued he in sight of this, just as a batch of men were coming off duty. The burglar was caught by a lagoon, and on appearing before Mr. F. A. Hazeland at the Police Court on Saturday was sentenced to three months' hard labour and six hours' stocks. He is further to be recommended for banishment on the expiration of his sentence.

WEI-HAI-WEI NEW STORM SIGNALS.

Commander E. York, R.N., the Wei-hai-wei harbour master, cannot be too highly congratulated for the initiative he has just taken in favour of ships passing off the Shantung Promontory.

A mast has been erected at the top of the hill on the island, 100 feet to the Westward of the old signal mast, at which the Si-ka-wei code of signalling typhoons, etc., will be displayed. The signals there will be plainly seen by vessels passing, and no doubt the information conveyed will be useful to them.

AMERICAN SQUADRON AT CHEFOO.

The *Chefoo Daily News* of the 14th inst. says:—"An American squadron arrived here yesterday afternoon, having left Shanghai Monday. Foggy weather along the coast delayed the arrival of the squadron which was compelled to anchor a short distance out of Chefoo. The ships arriving are the battleships *Ohio* (flagship), *Worcester*, *cruciser Raleigh*, *Baltimore* and *Cincinnati*; destroyers *Dale*, *Barry*, *Decatur* and *Benbridge*. They will probably spend the entire summer in Chefoo. Admiral C. J. Train is in command.

SERIOUS ASSAULT AT WEST POINT.

POSSIBLE CHARGE OF "ATTEMPTED MURDER."

Soo Pat Sang, a foki employed in a shop at Des Voeux Road West, was yesterday taken to hospital in a very critical condition. It appears that some days ago the man was discharged, but yesterday returned to ask his master to reinstate him. On entering the shop he met somebody with whom he quarrelled, and this person is supposed to have assaulted him with a chopper, inflicting two serious wounds in the throat and others on the scalp and right arm. It is said that an arrest has been made, and if so the case will probably come on for hearing at the Magistracy to-day.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE AMERICAN BOYCOTT AT SHANGHAI.

SHANGHAI, 23rd July.

The decision of the Guilds' who have the conduct of the American boycott in their hands is that the dealers may sell their existing stocks, but must not make any new contracts for the buying or selling of American goods.

Scholars are permitted to continue their attendance at American schools.

SHOCKING AFFAIR ON U.S. GUNBOAT.

LONDON, 22nd July.

A big explosion on the American gunboat *Bennington*, in the harbour of San Diego, California, killed or injured 120 of the crew.

The *Bennington* was launched at Chester in 1890, and cost over four hundred thousand dollars. Her listed crew is only 195, so that the explosion, to injure such a large proportion of the crew, must have been a most serious one.

THE KING'S PRIZE.

NATIONAL RIFLE ASSOCIATION WINNER.

LONDON, 22nd July.

Comber, of the 2nd East Surrey Regt., is the King's Prize man at Bisley this year.

The prize is £250 and the N.R.A. gold medal. The winner last year was a Canadian, Pte. Perry.

THE PARLIAMENTARY CRISIS.

LONDON, 22nd July.

Mr. Balfour, the Premier, states that the intentions of the Government (with regard to dissolution) will be made known on Monday.

ATTEMPT TO ASSASSINATE THE SULTAN.

LONDON, 22nd July.

A bomb was thrown at Constantinople, with intent to assassinate the Sultan, Abdul Hamid escaped, but forty persons were killed.

[REUTER'S SERVICE.]

ADMIRAL ROZHDESTVENSKY'S REPORT.

LONDON, 20th July.

A Paris newspaper's correspondent in St. Petersburg reports that the Tsar received Admiral Rozhdestvensky's report on the 10th inst.; it ascribes the defeat to defects in the guns and ammunition supplied to the ships, due to administrative corruption, and to mutinous and incompetent crews. A mutiny broke out at Malgascar and another off Formosa, while finally during the battle, the crews of the *Servant* and the *Apraxin* refused to fight, and part of other crews followed their example.

THE UNREST IN FINLAND.

LONDON, 20th July.

The Governor General of Finland has been wounded by a bomb when leaving the Senate. The thrower of the bomb escaped.

DEFEAT OF THE GOVERNMENT.

LONDON, 21st July.

In Committee of Supply, Mr. Redmond protested against the way the Land Act had been administered and moved a resolution of the Land Commission vote, which was carried by 139 to 196. Prolonged excitement ensued, the opposition shouting excitedly. In reply to Sir Henry Bannerman, Mr. Balfour declined at present to state his intentions in view of the defeat, but would do so on Monday after consulting with his colleagues.

LATER.

The House of Commons in the morning, rushed through the Scotch Church Bill and then adjourned. The lobbies swarmed with excited members who showed a marked disposition to regard the defeat seriously.

THE PEACE CONFERENCE.

LONDON, 21st July.

The Mayor of Seattle met M. Komura at the Vaff pier and conducted him in a special train to the railway.

RESULT OF THE ECLIPSE STAKES.

LONDON, 21st July.

1.—Val d'Or.
2.—Cicero.
3.—Llangibby.

CANTON NOTES.

[FROM OUR CORRESPONDENT.]

Canton, 22nd July.

MORE ABOUT GOVERNOR CHANG.

As I informed you by telegram, the Governor of Kwangtung Province, has been ordered to take up the position as Governor of Shansi. This is considered promotion, as Governor Chang will be no longer under the control of a Viceroy. He, it is said, is very pleased with the change, and it is a well-known fact that he seldom agrees with Viceroy Shun in matters connected with Kwangtung Province, being of a more conservative temperament. He is an exceedingly ambitious man, and his promotion is said to be due to his swelling of the treasury, at the cost, perhaps, of his popularity. Excepting his success as a financier, Governor Chang, although said to be endowed with great common sense and experience gained during his long career, had not achieved much during his term in the office he is now vacating. Governor Chang will long be remembered in Canton on account of at least one unpopular measure, though I for one cannot denounce his action. Many, however, think it amusing that His Excellency's rigid moral sense should be the cause of increasing the revenue. It was he who was responsible for the closing up of that well-known quarter of amusement known as Chan Tong Nam or Ha Chah Tong. This place is situated to the north of the Shamone, behind the British Concession wall. The attractions here were fastidious establishments, restaurants and "sing song" houses. The place had been burned down several times, and was only recently rebuilt on a much larger and grander scale. It was here that "John Chinaman" entertained his friends to big "chow chows" there being no less than seventeen eating-houses within a few doors of one another. Most of these are three story buildings capable of accommodating four to five hundred guests.

Before Governor Chang's order, the main street in this locality was a blaze of brilliance, thousands of electric lights being used in the display. Theatrical, phasing tinkling of the Chinese harp, rudely interrupted by the abominable banging of a neighbouring band; made the character of the surroundings apparent. The buildings are of the best Chinese style—pillars, coloured glass doors and windows, eaves and roofs, and gilding in profusion. Few tourists, indeed, who know but the coolie class of Chinamen—workers from morning to night for a matter of a few cash—can realise the cost of erecting and fitting out this description of building, comparatively small as compared with our European structures. A native who knows, informed me that the average price would be \$40,000 to \$50,000 for each building. The number of "sing song" girls in the palmy days were said to be about 3,000 and they all lived in the quarter itself or the vicinity.

The fan shops were the most paying in the city and their compulsory closing means a loss to the fanman monopolist of the western suburb of 2000 to 3000 a day. The electric light company, too, must have felt keenly the Governor's measure.

Governor Chang made the order on account of a strike which took place in the beginning of the year. This originated in a froon between a certain property holder, tenants, and the new Canton Police, and resulted in a raid on the Western Suburb Police Station. The Viceroy chose a novel way of "getting his own" or getting more than his own, perhaps, by imposing a fine of one month's rent on all the houses in Sap Pat Po, where the trouble originated, while Governor Chang made use of the occasion to suppress the "sing song" houses, thus entailing the ruin of the whole Chan Tong Nam quarter.

Now is where the question comes in. It is believed that after Governor Chang's departure the interdiction will be raised. A syndicate, in fact, has been formed offering \$50,000 to the Viceroy if he will authorise the re-opening of the "sing song" houses. This being so, the Chinese look forward to seeing Chan Tong Nam resuming its old appearance.

MORE PROMOTIONS.

Consequent upon Governor Chang's promotion, his transfer from Kwangtung to Shansi, the present Governor of Shansi will take up the position as Governor of Wu Chang, and His Excellency Tan Fang will receive a mission abroad. The ex-Governor of Kwangtung will probably not be replaced in his old position. Viceroy Shun, therefore, will hold the joint seals officially as Viceroy and Governor—a power, indeed, he has always held in effect.

MEDICAL SCHOOL AT CHENGTOU.

Considerable importance centres round a demand of a credit of £165,000 that the Minister for Foreign Affairs intends to bring forward in the French Chamber. The money is intended to develop a French school of medicine already started at Chengto, the capital of Szechuen. Dr. Legendre who directs this school is now in Paris, and has given some particulars concerning it to the *Temps*. The inception of the school was due to the demand for a medical man from Indo-China that M. Hans, the French consul, made to M. Doumer when Governor-General. Unfortunately he fell ill, and Dr. Legendre took his place. The Viceroy had 8,000 foreign-drilled troops of whom he was very proud, and he desired a French medical man to look after their health; 8,000 men is no small job, and Dr. Legendre asked that a school should be opened to provide him with assistants. This was granted him, and he then further proposed the foundation of a medical school and training of doctors. A fine site was given for the new school. The results of this school have been very satisfactory, and were so considered by the High Chinese authorities that it was decided to increase the school. The new Viceroy, who is very favourable to everything foreign, desired that the number of students should be raised fourfold. This, however, was not possible in the buildings provided, and the number had to be limited to 32. The authorities desired that Dr. Legendre should train men, not only for the army, but also for several different administrations.—*Shanghai Times*.

CANTO-AMERICAN COMMERCIAL AGREEMENT.

The following correspondence has reached us for publication:—

CONSULAR SERVICE—U.S.A.

Canton, China, July 22nd, 1905.

GENTLEMEN.—Herewith please find enclosed copies of notes interchanged between the American and British Legations at Peking, by which it is agreed that mutual protection shall be given in their respective Consular Courts in China against infringement by those under their jurisdiction of trade marks duly registered in the United States and Great Britain.

If you are of the opinion that these notes would prove of any value or interest to your readers, you have the privilege to publish the same as news items.—Yours respectfully,
Signed for the American Consul General
23th June, 1905.

Mr. Minister and Dear Colleagues:

The Acting Secretary of State of the United States has informed me in an instruction dated 17th April 1905, that you have been authorized by your Government to enter into a reciprocal agreement with me for the mutual protection of trade marks registered in the United States and Great Britain against infringement in China, by the citizens or subjects of our respective nations; and he has given me authority to effect with you, by an exchange of notes, an agreement for the reciprocal protection of American and British trade marks in China.

In pursuance of the general agreement reached between our respective governments on the subject, it affords me much satisfaction to agree on behalf of the government of the United States that henceforth trade marks of British subjects having been duly registered in the United States of America, will be protected against infringement by such persons as come under the jurisdiction of the United States Consular Courts in China, in which effortful provision exists for the punishment of such infringements by American citizens.—I have the honour to be, my dear colleague, your obedient servant.

W. W. ROCKHILL.

Peking, 23th June, 1905.

Mr. Minister and dear Colleagues:

I have the honour to acknowledge the receipt of your letter of this date, informing me that you have been authorized by your government to effect with me, by an exchange of notes, an agreement for the reciprocal protection of American and British trade marks in China.

I beg to thank you for this communication and to assure you that it affords me much satisfaction to enter into this reciprocal agreement, and that henceforth protection will be afforded in China by His Britannic Majesty's Supreme Court for China and Corea and the provincial Courts to trade marks of citizens of the United States, which have been duly registered in Great Britain in conformity with "The Patents, Designs, and Trade Marks Act, 1883 to 1888."

At the same time it appears necessary to mention that the consent in writing of His Majesty's Minister or Charge d'Affaires must be obtained on each occasion, which consent will be given as a matter of course in consequence of the assurance contained in your note, reply that effectual provision exists for the punishment in the United States Consular Courts in China of infringement by such persons as come under the jurisdiction of those Courts, of the trademarks of British subjects which shall have been duly registered in the United States of America.—I have the honour to be, Sir, your obedient servant.

ERNEST SATOW.

His Excellency, the Honourable W. W. ROCKHILL, etc.

RUSSIA SHORT OF AMMUNITION.

The latest Russian bungling of the war, which may result in bringing hostilities to a close in a more precipitate manner than is generally anticipated, is revealed by the *Courier Europeen*. For some time since the paper, it has been known at headquarters that Gen. L'Amirault's army was running short of cartridges, and owing to the recent destruction by fire of the Government factory at Toula, it became necessary to have recourse to foreign manufacturers for supplies. Traders were invited from various quarters, but rejected by the responsible department, of whom the Grand Duke Alexis is President, because the *Courier Europeen* asserts, the commission allowed was considered insufficient. At last an order for 100,000,000 cartridges was placed with an Austrian manufacturer at Hohenberg, at a price said to be largely in excess on the charge previously made. The Japanese Government became aware of the transaction, and intimated that they would consider the delivery of the cartridges a breach of neutrality on the part of Austria, and the manufacture of the goods was thereupon abruptly suspended. The unexpected turn of affairs had placed the Russian War Office in a desperate dilemma.

RAILWAY WORK AT SWATOW.

Opposition to the Railway between Swatow and Chaochou is as persistent as ever. The riot provoked by the villagers near Ampow received such a setback by the execution of two of the rioters, and the laying of a heavy indemnity, that nothing more in that line has been attempted. The new line taken in that indicated by your Canton correspondent who wrote of the petition from Swatow presented to the Viceroy. In it exception is taken to one of the leading men, who was originally a Chinese subject resident in Formosa, who changed his flag after the Japanese occupation of that island. A clause in the concession forbids foreign capital being used, and the petitioners point to the shares held by this man as being in foreign hands. The reply of the authorities is evasive, and no action has been taken as yet. Meanwhile the work is not being pushed on with great eagerness. Labour is difficult to get at the wage offered, thirty cents per change for the workman. The buildings at the Chaochou terminus are almost complete, but look as if economy in present disbursements is the chief consideration.—N.C.D.N.

NEW SANDOW ATTRACTIONS.

A good deal of interest should be taken in the exhibition of the Chinaman whose Sandow decides to have the best muscular and general physical development. A fifty dollar gold medal should attract some good examples, and the winner is to show himself on Wednesday night, when we understand, the Governor is expected to be present. Any Chinaman, coolie or gentleman, is eligible, and may come from anywhere in the neighbourhood even from Canton.

Another interesting feature, for Tuesday and Wednesday nights, is a wrestling competition. Any man (European) who can stand up against a pupil selected by Sandow for twenty minutes will receive a gold medal; any winning ten minutes resistance will gain a silver medal; and for five minutes withstanding of the professional challenger, a bronze medal is to be awarded. Particulars appear in the advertisement. Soldiers and sailors are taking an interest in this competition. Some competitors have already been heard from, according to the manager.

On Saturday Sandow told a *Daily Press* reporter a number of amusing stories, of which the following is a specimen:—

A PARIS JEU.

"I have been of the day Paris are very cruel," said Mr. Sandow, "and their horses are very thin and can hardly get along. The drivers ply the whip so much that they get into the habit of hitting the horses automatically, and the driver of the cab in which I was travelling along one of the boulevards was no exception to the rule. Now, cruelly to a dumb animal always puts me out of temper, and after watching this coachman whipping his horse for some time I could keep quiet no longer, and cried out, 'Stop that, don't hit him again. I'm not in a hurry; you can drive slowly.' Not the slightest notice took the cabman, but began cutting his whip again and struck the animal across the head. Again I said, 'Look here, stop that,' but he continued with greater zest than ever. I lost my temper, and taking my stick, hit him across the back, not very hard, but so that he could feel it equal to the whipping he gave the horse. 'How do you like that, you cruel beggar?' I asked. He stopped the cab, took his whip, and turning it round with the big end towards me, said in quick French—'How dare you, at the same time soundly rating me. Soon a large crowd gathered, who urged the cabman on to the fray. With so many backers he took courage, and approaching struck at my 'shin' with his whip, knocking it over my eyes. Now I did not like to be made a show of, so I thought the only thing to finish him off would be to frighten him or give him a surprise. Catching him as he sat on the box, I turned him a sudden somersault in the air so quickly that even his wooden shoes did not fall off. The only thing that happened was that the reins he held were twisted. His backers, the unruly mob, slunk back in surprise, but roared with laughter at the cabby's discomfort. Without saying a word, he gathered up the reins and drove on to the hotel, where I paid him and went upstairs. Approaching the hotel porter, he asked—'Who is that man?' The reply was—'Sandow, the strongest man in the world.' 'Pardon,' said the 'Jeh', 'I congratulate myself. What a lucky chap I am that he didn't break my neck.'

RESCUE FROM DROWNING.

On Saturday morning the steam launch *Bailey* and a cutter from the U.S.S. *Callao* collided in the harbour, the cutter's crew, three in number, being capsized into the water, and one of them, who was unable to swim, being nearly drowned. He was, however, rescued by the gallant action of Constable D. Foley, who was on board the Police pinnace which steamed up to the scene. The constable took in the situation at a glance, and diving into the water in all his apparel, caught the drowning man as he was about to sink. He kept the sailor afloat until Messrs. Lane Crawford's launch appeared and took him and his unconscious charge out of the water.

The sailor was restored to consciousness and sent off to his ship. The Commander of the *Callao* witnessed the whole affair and speaks highly of the bravery of Constable Foley, whose plucky act has been referred to the Captain Superintendent of Police. A report of the rescue is to be furnished to His Excellency the Governor, who will no doubt bring the matter under the notice of the Royal Humane Society, and thus obtain for the plucky constable the medal he so well deserves.

THE COLLISION INQUIRY.

Later in the morning, Mr. Basil Taylor, Assistant Harbour Master, held an inquiry into the circumstances connected with the collision.

John Eagon, petty officer in charge of the cutter, said: I was going from the U.S.S. *Callao* to the *Zuyiro*. I saw the *Bailey* on my port bow coming from Blake Pier and steering a pass to the eastward of the *Zuyiro*. She was close up to me before I saw her. She did not attempt to get out of my way, but came straight on and ran into me, striking me about two feet from the bow on the port side. I could not see any one on the deck of the launch. My boat is a four-oared cutter. When the collision took place three of my men were knocked overboard. The police pinnace appeared within a minute, and they threw a life-buoy and P.C. 77 (Douglas Foley) jumped over-board and saved one of the men who could not swim.

Chau Cheong Kam, coxswain of the *Bailey*, said: I was on my way from Blake Pier to Bailey's works in Kowloon Bay. I saw the

cutter first about 100 yards off on my port bow. I could not see her before because a *Manila* steamer was in the way.

E. Bever, one of the crew of the *Callao*, cutter, corroborated the evidence given by Eagon.

His Worship found that Chau Cheong Kam was not keeping a proper look out. He shared the bows of the *Zuyiro* too close, and took no proper steps to avoid a collision, therefore his certificate would be suspended for two months.

THE ABOLITION OF THE CAT.

(WRITTEN FOR THE "DAILY PRESS" BY "WAVING PLUME.")

The employment of white mice in submarines by the Admiralty and the bearing them on the ship's books for rats had its parallel some years back in one single instance in the enrolment of a cat for military services but, whereas the Admiralty recognises the utility of this class of mouse in its own particular line of seamanship, the War Office failed to appreciate the special services of and necessity for the cat in question, and whereas the Admiralty understand that, if they employ a four-footed creature in any capacity, that creature will want feeding and its food paying for, the War Office never grasped this somewhat well-known notion and, as a consequence, lost a considerable sum of public money besides the services of a specialist absolutely invaluable for the duties for which it was engaged. The case of the military cat was as follows:—

A certain military store, some years ago, in England, suffered from a terrible scourge of rats who did much damage to the reserve clothing and equipment kept in readiness to issue to the soldiers on mobilization. The case was reported to the authorities who ordered that such necessary steps should be taken locally as seemed most economical and, at the same time, most effective in putting a stop to this waste of public stores. The local military, having obtained the permission, without which no military action seems possible, felt justified in getting a cat, at no expense to the public, and letting him loose in the storehouse as a species of counter-irritant to the rats. The sub-letting of the duties of rat-catching was duly reported to the War Office and the new public servant was officially "put in orders" from the date at which his duties originally commenced. For rations one pennyworth of milk was bought per diem, the cat being expected to obtain his solid subsistence by foraging in the government stores. At the end of his first quarter's duty, there was a marked improvement in the condition of the Government goods, rats were as scarce as money in Hongkong, and the cat himself was in fine condition and working order. The bill for milk came to 7s. 6d. for the quarter and was forwarded for adjustment and approval. Now, it is a funny thing, but perfectly true, that unless the regulations contain some allusion by name to anything in use by the army that particular thing is disallowed—illegal, so to speak. The highly trained London officials searched high and low for any precedent or regulation which implied that a cat required feeding! There was none! The only cat "officially" recognized was "cat of nine tails" and this was abolished and obsolete! No rations had ever been drawn for it either! Therefore, the bill for the "Rat catcher's" food was "Disallowed" and marked "Excessive"! In addition a board was ordered to assemble and ascertain why, seeing the expense incurred by the cat, rat traps had not been employed, whilst, if employed, how many the members of the board considered sufficient to replace the official cat. The board, having gravely considered the matter, reported that in their opinion thirty-two traps would meet the case but that a soldier would have to be struck off duty to attend to the setting and general supervision of the traps. Thereupon thirty-two traps were supplied to the store-keeper at a cost of some shillings apiece, the cat was relieved of his arduous duties, whilst a private soldier undertook the billet of official commander of the rat-catching apparatus. The latter attended to his instructions to the letter with the result that, at the end of his first quarter in office, the destruction of stores was worse than had ever been known and the official report of rats captured returned their numbers as NIL! An enquiry into the reason for this failure elicited the fact that no blame was attachable to the soldier or the traps under his command but that, seeing there was no regulation authorising the expenditure of a farthing for providing "bait" for the traps, the traps had never been "baited" and the rats had quite naturally preferred spending their time in eating the more digestible military stores to spoiling their teeth in experiments upon steel traps!

The result of this economic move, expressed as a simple equation, works out as follows:—
(1) One cat (expressed in sterling)—7s. 6d. per quarter or (2) one cat—7s. 6d. per quarter—saving of many pounds' worth of stores.
This equation, being too simple for a professional financier, was transformed as follows:—
(1) One cat—7s. 6d. per quarter—(2) expenses of two enquiries + one able-bodied man + thirty-two expensive steel rat traps + the loss of many pounds of public property; and it was only after prolonged study that it was discovered that it is a fallacy to attempt to express an expert in any particular line in terms of a collection of symbols which have no connection in individual and spontaneous action with that line at all! Even the cat must have laughed at so clumsy an attempt at saving money by trying to save a few pints of milk in one direction, whilst expending pounds in another during the "saving" process!

ITALIAN CONVENT-PRIZE DISTRIBUTION.

Coming, as it did, towards the end of the long list of schools at which H. E. the Governor has presented the prizes, the Sisters of the Convent realised that to make this function a pleasant one it would be necessary for them to entirely change the programme which had been carried out in the other schools and in this respect they were successful. The schoolroom was decorated with red, white and blue ribbon, which hung in festoons round the walls, while the scholars all wore a red, white and blue sash. The attractive musical programme, which was not too long to become tiresome, was a treat in itself, and spoke volumes for the instruction received by the pupils.

Miss M. Nolasco da Silva opened the programme by a b.i. address in which she thanked His Excellency the Governor, the Reverend Fathers, and the ladies and gentlemen present for their kindness in visiting the school on such an occasion, and craved their kind indulgence to overlook any little mistakes. The Misses P. Ros and M. Alvares played of the "Symphonie d'enfant," which was well received, and the recitation of Little Miss C. Mattock, "Going to the Edge of the Earth" provoked much mirth. The action song given by the 24 girls looked very pretty, also the scarf drill with the red, white and blue scarves. The Polka Concertina played by the Misses Brewster, Camera, Loehing, Velez, Barretto, Best, E. Felices and I. Sison was a rare musical treat, and Miss M. Hicks kept her hearers in a summer of laughter while she related to them the "Wonders of the English Language." Miss D. Souza's pianoforte solo, "Overture de Raymond," was loudly applauded, and the programme was concluded by unconcerted pieces, descriptive of the fine arts, in which solos were sung by Miss M. Barandas (Music), Miss E. Best (Poetry), Miss Enr. Felices (Painting), Miss T. Barretto (Architecture), Miss R. Gallazi (Sculpture) and Miss Elv. Felices (Genius of the Arts).

The Rev. FATHER DE MARIA, before calling upon His Excellency to distribute the prizes, read the report of the Inspector of Schools on the Italian Convent, and stated that they accepted the prizes contained therein, and were encouraged thereby to go on progressing; they also accepted the suggestions, which they would endeavour to act upon.

His Excellency then distributed the prizes, after which he addressed the children, saying:—The Inspector of Schools has given me a satisfactory report on your conduct and work during the year, with one exception, and I shall deal with that exception in the few remarks that I now address to the older girls. The two highest standards showed themselves weak in English composition. Possibly the subject does not appear to you important, as you may not intend to write books, and you will not be called upon to compile reports. Apart, however, from the facts that the better you can write the better you will talk, and the more pleasure you will get from reading what is well written, you should remember that there is a branch of composition which is certainly as much women's work as man's. This is letter writing, a subject in which more women excel than men. A well-written letter gives pleasure, apart from the information it contains and the evidence of friendship that it furnishes. An ill-written letter is troublesome to read and lessens the interest in the writer. A letter, like any other form of essay, to be a good one must say something interesting, that is, it must be sound in matter and say it well, or be correct in style. Whether you can say something interesting depends on whether you notice, remember and think about what you see, hear and read. If you go through life without paying attention to what happens around you, and without trying to understand things, you will never be able to write well, or even to talk well. I do not mean that when you have an occasion to write an essay or a letter, or that when you converse, you should take the opportunity of showing how much you know, but I mean that it should be clear to the reader or listener that you have definite and well grounded information and opinions on the subject about which you are writing or talking. Next, as regards the manner of writing. Before you begin a letter or essay, you should have a distinct idea of what you are going to write, and how you are going to arrange it. For instance, in a letter you will probably first refer to one you have received from the person to whom you are writing, and you will answer any questions that it may contain. Next, you will go on to say what you have been doing, seeing, hearing or reading, and make your remarks on the events or books. Then you will ask any questions you may wish to put to your correspondent. This is only one arrangement of many that might be made, and I only mention it to explain that there should be some order in the way you put down your thoughts. In an essay it is of more importance that the ideas should be in a regular sequence, and that they should not fly about from one part of the subject to another. The different parts should be kept in separate paragraphs and should lead on from one to another in a natural order. A frequent cause of books being dry and dull to read is that this rule is not followed; the story does not, as it were, flow on in a natural way. Just in the same way that you should arrange the different parts of your subject in your mind before you commence writing, you should arrange your sentences before you put them down, in order that they may fulfil the first requirement of style, that is, be clear.

They are more likely to be this if they are simple and short than if they are complicated and long, and they must be grammatical. There must be no doubt as to which noun or pronoun a verb refers. It is to prevent confusion of this sort that you learn grammatical rules and how to parse sentences. The selection of words is important. There are very few words that mean exactly the same thing, and if you know a large number of words you can give much more precision to your descriptions than if you are confined to comparatively few nouns, adjectives and verbs. A large vocabulary shows a good education. The labourer's conversation is made up of a few hundred words; a writer of repute will use many thousands. But you should never use a word of which you are not quite certain of the meaning, and of two words which equally represent your meaning you should use the shorter, so long, of course, as it is not slang. With the same restriction do not be afraid of making use of little-used words if they express exactly your idea. I recommend to those girls who wish to write well, that whenever they come across, in their reading, a new word or phrase, they should learn precisely what it means, and put it down in a note book for future use. Again, avoid unnecessary superlatives. Your adjectives will be stronger if they are not constantly qualified by adverbs such as "tremendously," "enormously," and even "very" (which I suppose means "truly" or "truly") should only occasionally be used. The person who is always ready to swear to a fact will be less believed than the one who habitually answers with plain "Yes" or "No." With words well selected, sentences simple and grammatical, and the subject treated in a clear and consecutive manner, an essay cannot fail to be intelligible and, if the writer has knowledge of what she is writing, must also be interesting. For most purposes this will suffice, but the girl who has achieved so much success will probably not be satisfied, but will want to make her composition really pleasurable to read. For this she must remember that she is talking in everyday language, so is writing everyday poetry; harmony must be studied and discordant sounds avoided. Such sounds are inharmonious words, the unmusical repetition in one sentence of the same words, and arrangements of words which, if not actually ungrammatical, are inelegant, for instance, split-infinitives, and the termination of a sentence by a preposition. I will leave the English teacher to explain, by examples, to my girls what I may have intended in these remarks. How such errors are to be avoided, as well as how they may improve their writing by balancing their sentences, introducing apt parallels, picturesque illustrations and effective quotations. I will close these remarks, I trust before they have become tedious, by emphasizing the beneficial effect on writing which results from the reading of good books, and by presenting the works of a master of style (Macaulay's Essays and Biographies) to the girl who is most likely to profit by their perusal, that is to the girl who has shown the greatest promise in her English composition, Miss Brewster (Applause).

Before I sit down, I wish to thank the Rev. Father Maria for the attention which he has given in introducing at this school the particular study of hygiene. I saw the report on the school before it was read by the Rev. Father, and noticed that while reading it he omitted reference to the good work he himself had done in connection with that study. The Inspector of Schools is arranging for an examination on the subject to be held in December, for which prizes will be given, and I hope one will fall to this school. (Applause).

The singing of the National Anthem terminated the proceedings in the schoolroom, after which His Excellency was conducted to the sitting room, where he was regaled with light refreshments.

"VAIN EXCUSES."

A parallel case to the one which happened a considerable time ago in which a sampan coolie, who was charged with fraudulent possession of an anchor and chain, declared he "found it floating about the harbour," is now in the hands of the detective police of Singapore, reports the *Free Press*.

A coolie was arrested trying to dispose of a ship's anchor and chain which he had in a cart, and on being questioned he said that some days ago whilst his boat was on the way to Batu Kaki timber, he encountered bad weather and had to cast anchor. When the storm had subsided he heaved up his anchor and found the other anchor and chain hooked on to it.

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Before I sit down, I wish to thank the Rev. Father Maria for the attention which he has given in introducing at this school the particular study of hygiene. I saw the report on the school before it was read by the Rev. Father, and noticed that while reading it he omitted reference to the good work he himself had done in connection with that study. The Inspector of Schools is arranging for an examination on the subject to be held in December, for which prizes will be given, and I hope one will fall to this school. (Applause).

The singing of the National Anthem terminated the proceedings in the schoolroom, after which His Excellency was conducted to the sitting room, where he was regaled with light refreshments.

"VAIN EXCUSES."

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THE WEATHER IS MORE SETTLED NOW: LOOK UP YOUR CAMERA.

If you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the usual charges.

LONG. HING & CO.

17, QUEEN'S ROAD.

Monday, 12th July, 1905.

A CHINESE PROCLAMATION.

NATIVE IDEAS OF AMERICANS.
The *Chinese Daily News* runs as a boycott proclamation on posted and distributed at Clifton. We give below a few extracts by which it will be seen how the discontent is being fanned. "Alas! We Chinese really suffer the extreme insult from the Americans. Considering themselves to be a civilized country that exalts religion, enjoys liberty, and has a reputation for law and order, they look down on other countries with a contempt. If any other country exalts them, they are jealous to the last degree. We Chinese have a reputation as labourers all over the world, hence Americans are jealous of us, and exclude us from their borders."

"There appeared sometime since in a book written by an American, a picture, in which a Chinese was being followed by a lot of Americans, who were pulling it, and pinning his clothes, and at the same time making gestures and signs to ridicule him. (Detectable.) Neither can you go where you please in the country, but are limited to a certain place like a banished convict. They would like nothing better than to drive all Chinese out of their borders."

Consider now how it is when they come to China. We show them all respect as honoured guests, having never even attempted to look askance at them. Why is it that when we go to their country, they treat us worse than chickens and dogs? (They kiss their dogs and chickens, but will not deign to speak to a Chinese man, and on occasion will drive us off like dogs, or call us chickens. How detestable.) Even Americans living in China are constantly exhibiting their savagery, getting in a passion of anger, and striking and abusing the Chinese.—this is well known by all. Foreigners all say that we are inefficient, which is but another way of saying that we are of no account."

"If all the people in North and South China unite to not buy American goods, it will be like seizing them by the throat, and taking away their living. Let us consider that China buys not less than several hundred millions of dollars worth of American goods each year, while the savings sent by Chinese (in America) back to China is not over a million of dollars, and even this million they seek to derive a new plan for preventing a single cent of it from coming back! It must all be spent there. Those of them who come to China are economical in food and general expenses, stingy and mean, saving up money to send home, while the money we lay by in America we are not allowed to send home, to support our parents and wives and children. Is not this going ten thousand miles to be slaves? Alas!"

ALL FOREIGN GOODS BANNED.
What is required of us now is that we spread the matter abroad, telling it to every one we meet, that both the literary and the labouring classes may oppose the foreigners, loving their ancestral Kingdom, and thus with their hearts united becoming firmer every day. What is required of the Guilds is that they devise some resource for the Chinese people. For nearly all our Chinese people wear foreign cloth, and burn kerosene oil. If the use of these suddenly stopped, it is to be feared the result would be self destruction. If we could purchase weaving machinery and plant cotton, and open mines, increasing production, so that the people would not consume foreign products, then we would never need American goods."

"There is another matter against which it will be necessary for the Guilds to provide, otherwise the Americans will change the mark on their goods, and get other natives to sell them to us for them. And so China will not only be working for an empty name, but will be getting a real harm. In a single word, it is better to use one's own goods than those of any other country whatever."

"JUJITSU" CONDEMNED BY MEDICAL JOURNAL.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press, Codes: A.B.C., 6th Rd. 12th Floor.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

2ND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, now occupied by the Standard Oil Co. of New York.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 24th July, 1905. [1731]

IN KOWLOON.

A LADY who can spare ONE or TWO ROOMS wishes TO LET some FURNISHED, either separately or together. They are supplied with Electric Light and Fans, and Bathroom is attached. Board might eventually be arranged.

Apply to—
M. N. RUTTER,
Care of Daily Press Office.
Hongkong, 24th July, 1905. [1732]

NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Creditors are requested to send in their claims promptly.

By order of the Directors,
E. W. RUTTER,
Manager.
Hongkong, 24th July, 1905. [1733]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

Precautions to be observed while dredging operations are in progress at the WIAWPOA BARRIER.

NOTICE IS HEREBY GIVEN that the dredger Canton River will commence work on the North side of the channel through the WHAM OA BARRIER on the 24th inst. Vessels using the Canton River approach to Canton are requested to observe the precautions contained in Notice to Mariners No. 74 of the 28th June last.

Vessels should not pass on that side of the dredger from which a Red Flag is flown.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Canton, 22nd July, 1905. [1734]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following Revenue Farms, for the years 1906, or for the three years 1906, 1907 and 1908.

OPUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM (North Borneo only).

GAMBLING RESTRICTION FARM (North Borneo only).

For Particulars apply to—
GIBB, LIVINGSTON & CO.,
Agents British North Borneo Co.,
Hongkong.
Hongkong, 24th July, 1905. [1735]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE CERTIFICATE for the Shares numbered 19637, 19638, 19639, 21810 and 21811 which are fully paid up, standing in the name of Miss HANNA MOSER REUBEN COHEN, having been declared LOST, Notice is hereby given that unless the said Certificate is produced to the Company on or before the 31st July, A NEW CERTIFICATE WILL BE ISSUED by the Company, and the old certificate will thereafter be held null and void.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 24th July, 1905. [1736]

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th July, 1905. [1737]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"
Captain Hodgins will be despatched for the above ports TO-MORROW, the 25th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LIPPAIK & CO.,
General Managers.
Hongkong, 22nd July, 1905. [1727]

NORDDEUTSCHER LOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA and MENADO.

The Company's Steamship

THE "BORNEO."

Captain F. Simbly will be ready to load for the above ports on THURSDAY, the 27th inst.

For Freight or Passage, apply to
NORDDEUTSCHER LOYD,
MELCHERS & CO.,
Agents.
Hongkong, 24th July, 1905. [1738]

NEW ADVERTISEMENTS

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS)

THE Steamship

"PRINZ SIGISMUND."

Captain Long will leave for the above places on TUESDAY, 1st August.

This splendid steamer is specially fitted for passengers, and is installed throughout with Electric Light.

A daily qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to
NORDDEUTSCHER LOYD,
MELCHERS & CO.,
Agents.
Hongkong, 22nd July, 1905. [1728]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.

(taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"TJIPANAS."

Captain Zwart will be despatched for the above ports on or about the 3rd August.

For information as to Freight and Passage, apply to the

Head Agent of the
JAVA-CHINA-JAPAN LINE,
(Alexandra Buildings, 3rd Floor).
Hongkong, 24th July, 1905. [1729]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "COLLIDON" FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD KARBURG & CO.,
Agents.
Hongkong, 22nd July, 1905. [1730]

INTIMATIONS.

CHANGE OF PROGRAMME.

THE EVENT OF THE SEASON.

TO-NIGHT (MONDAY), 24th JULY,

SANDOW.

THE PERFECT MAN
and exponent of Physical Culture,
And his GRACIOUS ROMAN ARCHA.
SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 9.15 to 10.15 for the benefit of those living out of town.

From 10.30 to 11.45 Athletic Displays by the Pupils.

Commencing To-night Mr. SANDOW will introduce an exhibition of EXERCISES WITH HIS DEVELOPERS and also the DOUBLE-CONTRACTOR MOVEMENT EXERCISES.

MR. DORASAMI, the celebrated Indian Musician will himself play a Duet on the Violin and Piano. This is an item that should not be missed.

GRAND WRESTLING COMPETITION (for the Sandow gold medals) on TUESDAY and WEDNESDAY, 25th and 26th inst.

ENTRIES CLOSE at the Baltimore Hotel (to Mr. STIMONS) TO-MORROW (TUESDAY) at 5 P.M.

THE BEST DEVELOPED CHINAMAN, who sends in his name by 5 P.M. TO-MORROW to Mr. STIMONS, as being willing to exhibit his development on the stage of the THEATRE ROYAL on WEDNESDAY night, will be awarded a solid GOLD MEDAL value \$50. OPEN TO ALL CHINAMEN.

Plan at the ROBINSON COMPANY.
Prices—\$3, \$2 and \$1.
Doors Open 8 P.M. Overture 9.15 P.M.
A Special Car will run to the Park every night 15 minutes after the Performance.

Hongkong, 24th July, 1905. [1673]

CINEMATOGRAPH SHOW

OF THE

RUSSO-JAPANESE WAR.

NAVAL AND MILITARY BATTLES.

TWO SHOWS EACH EVENING,
7.30 to 9 P.M. and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents;
3rd Class—15 cents.

TENT OPPOSITE CENTRAL MARKET.

JAPANESE CINEMATOGRAPH CO.

Hongkong, 18th July, 1905. [1695]

WANTED TO HIRE.

"H."
Care of Daily Press Office.
Hongkong, 21st July, 1905. [1714]

FOR SALE OR CHARTER.

THE Auxiliary Yawl Yacht "SNOW-FLAKE," 42 tons, 64 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to
WHYMARK & THOMPSON,
82, Sakai Machi, Kobe,
Japan.
Kobe, 12th July, 1905. [1716]

PUBLIC COMPANIES

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate

of 5 per cent. (Two Dollars and a half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 28th July, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 26th JULY, both days inclusive.

By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.
Hongkong, 21st July, 1905. [1717]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per

Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd July, 1905. [1655]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One

Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd July, 1905. [1656]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for

THE WEST POINT BUILDING CO., LD.

Hongkong, 12th July, 1905. [1658]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provision of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th July, 1905. [1708]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 695 for Share numbered 2231, on which the sum of \$50 has been paid up, standing in the name of KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the thirty-first day of August next, a New Certificate for the said shares will be issued by the Society and the old certificate will thereafter be held as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 11th July, 1905. [1644]

TO LET.

TO LET.

NOS. 2, 3, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 12th July, 1905. [1234]

TO LET.

NOS. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 20th July, 1905. [1707]

TO LET.

EYRIE, unfurnished, newly repaired, No. 4, BELILIOS TERRACE, 1st Row.

No. 21, 3rd Row.

No. 29, 3rd Row.

2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldwell Macgregor & Co.'s premises).

No. 1, DES VŒUX VILLAS, BUNGALOW (furnished), at New Territory, Kowloon, 4 Rooms, low rental.

3RD FLOOR in Central position, containing Four Large Rooms, American and Lavatory, &c. with use of Electric Lift. Well suited for Offices.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 9th June, 1905. [30]

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.

Apply to—
HO U. MING,
81, Queen's Road Central.
Hongkong, 17th June, 1905. [953]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 30th June, 1905. [1568]

TO LET.

16, WYNDHAM STREET.

Apply to—
E. A. CARVALHO,
14, Arbuthnot Road.
Hongkong, 22nd July, 1905. [1724]

TO LET

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—
RUSSO-CHINESE BANK.
Hongkong, 3rd May, 1905. [1130]

TO LET.

IMMEDIATE POSSESSION, No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 3 Rooms, House, Servants' quarters detached. Lately renovated throughout.

Apply to—
MOK KOON YUK,
Comptroller Office,
Butterfield & Swire.
Hongkong, 24th May, 1905. [1225]

TO LET.

UNFURNISHED at No. 31, CAINE ROAD (Possession 1st October, 1905), SIX-ROOMED HOUSE, and Garden. Healthy locality. Three storied building. View of Harbour.

Apply to—
CHOW DART TONG,
Care of DARTLY & CO.,
Top Floor No. 19, Queen's Road Central.
Hongkong, 30th June, 1905. [1632]

TO LET.

MEIRION, No. 2, THE PEAK.

Immediate possession.

Apply to—
E. JONES HUGHES.
Hongkong, 6th June, 1905. [1166]

TO LET.

A ROOM in COLLEGE CHAMBERS, from 1st August, 1905.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 15th July, 1905. [1704]

TO LET.

SUITABLE for OFFICE, TWO ROOMS in Prince's Building.

Apply to—
LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905.

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to—
E. A. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 13th May, 1905. [1119]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th June, 1905. [1539]

TO LET.

NO. 74, CAINE ROAD.

Apply to—
COMPTROLLER'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [84]

TO LET.

HOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON, Residential Flats with Sitting Room, Bed Room, Bath Room, Fireplace, Gas Fittings, &c., entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—

CHINA MERCHANTS' S. N. CO.,
15 & 16, Praya West, Hongkong.
Hongkong, 8th July, 1905. [1614]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shawan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—
CHUNG SEUN KOO,
12 & 14, Queen's Road Central.
Hongkong, 19th July, 1905. [82]

TO LET.

SPACIOUS GODOWNS, formerly known as McGregor Harrocks, fronting the Praya. For further particulars, apply to—

DAVID SASSOON & CO., LD.
Hongkong, 22nd July, 1905. [1725]

TO LET.

TOP FLOOR, No. 4, Morrison Hill Road, consisting of 2 spacious rooms, large hall, kitchen and bathroom complete.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 30th June, 1905. [1532]

TO LET.

NO. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIRE).

GODOWNS, PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road.

Apply to—
H. N. MODY.
Hongkong, 2nd May 1905. [1114]

TO LET.

\$16.00

FOR 31 YEARS,
FROM
1874 to 1904.
Price \$2 Cash. On Sale at the "DAILY
PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

"Richard L. Farnham, a director of the Panama Railway has arrived in England. His mission is the chartering of several ships to the Panama Canal Commission, and he is now making a tour of the shipyards of Great Britain inspecting available vessels, which the Associated Press understands are numerous. He has already visited shipyards at Newcastle-on-Tyne, Liverpool, and Glasgow. The Associated Press is informed that Mr. Farnham is looking for vessels of 400 to 5,000 tons, which are said to be not available in the United States, because all American bottoms of that size are profitably engaged in the coastwise trade. Many small vessels are obtainable in the United States, but, according to the informant of the Associated Press, the Canal Commission desires ships of a special type, and of heavy material to be used in the construction of the canal."—*New York Maritime Register.*

On his coming before the Presence, her Majesty gave a preliminary sigh and said:—“Fancy! Even Yik-tung (Prince Ching) seems to have joined the ranks of those fellows and bedraggled himself in the same mire. He has also asked for national representation. Well, a parliament is really a good thing, but it is fitted for foreign countries and not for China. But his request is not to be taken into consideration.”

BY SPECIAL APPOINTMENT

General Illustrated Catalogue (1250 pages), or any Departmental List sent free to bona-fide applicants.

a 48 p Pamphlet.

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

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SHIPPING.

ARRIVALS.
CHOYANG, British str., 21st July, from Canton.
COLUMBIA, British str., 2772, J. J. Henry, 22nd July, New York 24th May, General Order.
ESANO, British str., 1127, S. J. Payne, 21st July, Canton and Choochoo 14th July, General—Jardine, Matheson & Co.
GIRONDE, French str., 1822, Nanton, 22nd July, Haiphong 20th July—Messageries Maritimes.
HAICHING, British str., 1267, A. E. Hodgins, 23rd July, Poochow, Amoy and Swatow 22nd July, General—Douglas LaPraik & Co.
JIANGSANG, British str., 1359, Wilde, 22nd July, Chinkiang and Swatow 13th July, General—Jardine, Matheson & Co.
ITAKA, German steamer, 21st July, from Canton.
KALIAN, British str., 1113, Speed, 22nd July, Swatow 21st July, Baltimore & Swire.
KANSU, British str., 1114, J. L. Dawson, 23rd July, Poochow, Choochoo, Shanghai and Swatow 22nd July, General—Butterfield & Swire.
KENNINGTON, British str., 2247, Dover, 22nd July, Salina Cruz 19th June, Ballast—China Commercial S.S. Co.
LISA, Swedish str., 1377, H. Hoendahl, 21st July, Koba 17th July, General—Chinese.
LOOSD, German str., 1029, U. Schultze, 22nd July, Bangkok 16th July, Rice—Butterfield & Swire.
POWHEATON, British str., 1630, W. Turner, 22nd July, Cardiff 6th June, General—Dowell & Co., Ltd.
PROSPER, Norwegian str., 714, E. Torsaaen, 22nd July, Auping via Amoy and Swatow 19th July, General—Osaka Shosen Kaisha.
TELMACHUS, British str., 4262, J. B. Good, 23rd July, Tacoma (U.S.A.) via Japan 3rd June, General—Butterfield & Swire.

CLEANANCES.

At the Harbour Master's Office.
 22nd July.
Brunhilde, German str., for Saigon.
Singora, German str., for Bangkok.

DEPARTURES.

22nd July.
CHOYANG, British str., for Shanghai.
ESANO, Norwegian str., for Hongkong.
ESANO, British str., for Canton.
FRI, Norwegian str., for Haiphong.
HAILAN, French str., for Pakhoi.
HERLIE, French str., for Lichow.
JAVA, British str., for Singapore.
KITANG, British str., for Shanghai.
KWANGLOO, Chinese str., for Canton.
NAMANTIA, German str., for Portland.
ZAFIRO, British str., for Manila.
 23rd July.
CHUNANG, British str., for Samarang.
DAGNY, Norwegian str., for Choochoo.
HAIMON, British str., for Tamsui.
FRANZULON, German str., for Singapore.
FRONDA, Norwegian str., for Tamsui.
SILDA, Norwegian str., for Moji.
TAIRAN, British str., for Yokohama.
YOKOW, British str., for Shanghai.

SHIPPING REPORTS.

The British str. **Kanau** reports: Light breeze and fine clear weather.
 The German str. **Loosd** reports: From 20th to 21st July heavy squalls and high sea; low barometer.
 The British str. **Esang** reports: Light wind and fine weather to Lamook; thence to port fresh breeze and high E.S.E. sea.
 The British str. **Columbia** reports: Fine weather throughout till lat. 18 N. was reached. When typhoon disturbances were observed; wind from N.W. to N.E. and S.W. and rain.
 The British str. **Haiching** reports: Light variable winds and fine weather to Swatow. From Swatow to port light variable winds and frequent heavy rain squalls.
 The British str. **Haiching** reports: From Poochow to Swatow calm and light S.W. breeze and slight swell, fine clear weather. From Swatow to port calm and light variable winds and rain.

VESSELS IN DOCK.

22nd July.
ABERDEEN DOCKS.—**Humber**, **Progress**, **Magallanes**.
COSMOPOLITAN DOCK.—**Gironde**.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE

FOR BRISBANE, SYDNEY AND MELBOURNE VIA NEW GUINEA.

THE Steamship

"PRINZ WALDEMAR"

Captain Woltemas, will be despatched for the above ports on the 22nd inst.

This steamer is specially fitted for Passengers and is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 22nd July, 1905. (1589)

FOR YOKOHAMA AND KOBE.

THE Steamship

"SAMBIA"

Captain Luning, will be despatched for the above ports TO-MORROW, the 25th inst., at 2 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st July, 1905. (1719)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain J. G. Oliphant, will be despatched for the above ports TO-MORROW, the 25th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD., Agents.

Hongkong, 20th July, 1905. (1698)

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY"

Captain Sarchet, will be despatched on or about the 2nd August.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th July, 1905. (1713)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	FORMOSA	Brit. str.	1 m.	B. W. H. Snow	P. & O. S. N. Co.	About 4th Aug.
LONDON, AMSTERDAM & ANTWERP	AXA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	INDONESIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PANAMA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th Sept.
MARSEILLES, &c. via PORTS OF CALL	TOURNAI	French str.	—	Girard	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
BREMEN, via PORTS OF CALL	SCHARNHORST	Ger. str.	—	L. Maass	MELCHERS & CO.	On 2nd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP	BENARTY	Brit. str.	—	Sarchet	GIBB, LIVINGSTON & CO.	About 2nd Aug.
HAYRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAYRE & HAMBURG via STRAITS, &c.	SAHIA	Ger. str.	k.w.	Elmer	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAYRE & HAMBURG via STRAITS, &c.	RHEINANIA	Ger. str.	k.w.	Fueck	HAMBURG-AMERIKA LINIE	On 29th Aug.
HAYRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.	v. Doehren	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAYRE & HAMBURG via STRAITS, &c.	SILESIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 20th Sept.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Aug. str.	—	Tomanovich	SANDER, WIELER & CO.	On 4th Oct.
GENOA, MARSEILLES & LIVERPOOL	TELMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst., 2 P.M.
GENOA, MARSEILLES & LIVERPOOL	SPENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
GENOA, MARSEILLES & LIVERPOOL	LANGTSE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	Verbeke	BUTTERFIELD & SWIRE	On 20th Sept.
NEW YORK via PORTS & SUEZ CANAL	VERONA	Brit. str.	—	—	STANDARD OIL CO.	On 25th inst.
NEW YORK via PORTS & SUEZ CANAL	INDRAVADI	Brit. str.	—	—	CHARLOTTE & CO.	On 29th inst.
NEW YORK via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	—	SHAW, TOMES & CO.	On 31st inst.
NEW YORK via SUEZ	VANDALIA	Ger. str.	k.w.	Hease	HAMBURG-AMERIKA LINIE	About 12th Aug.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
VANCOUVER via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd Aug.
VICTORIA (B.C.) & TACOMA via JAPAN	THEO I	Am. str.	—	T. W. Gardick	DOWELL & CO., LIMITED.	On 9th Aug.
VICTORIA (B.C.) & TACOMA via JAPAN	MACHON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th Aug.
PORTLAND, OREGON via SHANGHAI, &c.	ARABIA	Ger. str.	—	Metzenthin	PORTLAND & ASIATIC S.S. CO.	On 17th Aug., at Daylight.
AUSTRALIAN PORTS via MANILA, &c.	PRINZ WALDEMAR	Ger. str.	—	Woltemas	MELCHERS & CO.	Quick despatch.
AUSTRALIAN PORTS via TIMOR	FAIRFIRE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Aug.
YOKOHAMA & KOBE	SAHIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 9th Aug., at Noon.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	Leuz	MELCHERS & CO.	To-morrow, at 2 P.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	CANDIA	Brit. str.	—	H. E. Kitch, R.N.R.	P. & O. S. N. Co.	On 1st Aug.
JAPAN via SHANGHAI	BOGOR	Dut. str.	—	—	JAYA-CHINA-JAPAN LINE	About 5th Aug.
TIENTSIN	BAANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
SHANGHAI via SWATOW	HANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 27th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SYDNEY	French str.	—	Combe	MESSAGERIES MARITIMES	To-day, at 3 P.M.
SHANGHAI	KALTA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	KONGKONG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst., at 3 P.M.
SHANGHAI via SWATOW, AMOY & POOCHOW	CLARA JESSEN	Ger. str.	—	Boudin	OSAKA SHOSHEN KAISHA	About 24th inst.
NINGPO & SHANGHAI	TIENSIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
TAMU via SWATOW & AMOY	DAIJIN MARU	Ger. str.	—	Okta	OSAKA SHOSHEN KAISHA	On 30th inst., at 8 A.M.
ANPING via SWATOW & AMOY	PROMISE	Ger. str.	—	Thorntonsen	OSAKA SHOSHEN KAISHA	About 28th inst.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
MANILA	LOONGBANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	EVIL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	A. H. Nodley	SHAW, TOMES & CO.	On 3rd Aug., at Noon.
CEBU & ILOILO	KALIGAN	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	To-day.
KIDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Seabill	MELCHERS & CO.	On 25th inst.
SANDAKAN	MAUSUNG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd Aug., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. G. Oliphant	DAVID SASSOON & CO., LD.	To-morrow, at 3 P.M.
SINGAPORE, SOERABAYA & SAMARANG	HOPANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th Aug., at Noon.
BATAVIA, CHERIBON SAMARANG &c.	TIJANAS	Brit. str.	—	Zwart	JAYA-CHINA-JAPAN LINE	About 3rd Aug.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON-TOWBOAT CO.
 CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing Date.

TREMONT 9,606 T. W. Gardick Tuesday, August 2nd

HYADES 3,753 Wright Wednesday, August 10th

LYRA 4,417 G. V. Williams Friday, September 15th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CURRIE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 22nd July, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR ANPING VIA SWATOW

"PROMISE" About WEDNESDAY, 26th July.

FOR SHANGHAI VIA SWATOW

"CLARA JESSEN" About SATURDAY, 26th July.

FOR AMOY AND POOCHOW

"DAIJIN MARU" SUNDAY, 30th July, at 8 A.M.

• Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

On account of the present state of political affairs, all the Company's new steamers have

been requisitioned for transport service, and the above-named chartered steamers have been

secured instead for maintenance of the Company's coastal services. As soon as the state of

affairs permits, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office

at No. 8, Des Voeux Road Central.

Hongkong, 24th July, 1905. T. ARIMA, Manager. (14)

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI

CHUSAN Noon, 24th July See Special Advertisement.

LONDON, &c. H. W. Kenrick, R.N.R. July

LONDON AND ANTWERP FORMOSA About 4th August Freight and Passage.

YOKOHAMA VIA SHANGHAI, MOJI AND KOBE. CANDIA About 5th August Freight only.

(Passing through the Inland Sea) H. E. Kitch, R.N.R. August

For further Particulars, apply to L. S. LEWIS, Acting Superintendent. (1)

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LIEBON, OROCO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

ACILIA Capt. Schulke HAYRE & HAMBURG On 2nd Aug. Freight.

SPEZIA Capt. Ehlers HAYRE & HAMBURG On 14th Aug. Freight.

SABIA Capt. Luning HAYRE, BREMEN and HAMBURG On 23rd Aug. Freight.

RHEINANIA Capt. Fieck HAYRE & HAMBURG On 6th Sept. Freight.

SCANDIA Capt. v. Doehren HAYRE & HAMBURG On 20th Sept. Freight.

SILESIA Capt. Bable HAYRE & HAMBURG On 4th Oct. Freight.

VANDALIA NEW YORK via SUEZ Capt. Haase with liberty to call at the Malabar coast of October.

*Special attention of intending Passengers is drawn to the splendid accommodation of these

steamers. Saloon and cabin staterooms. Lighted throughout by electricity. Duly qualified

doctor and stewardesses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 12, DES VOEUX ROAD, CENTRAL.

12

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO

CONNECTION WITH THE TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"ARABIA" 4,483 Metzenthin August 12th, 1905.

"ARAGONIA" 5,108 Schults September 1st, 1905.

"NICOMEDIA" 4,370 Wagmann September 25th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and

OCEAN STEAMSHIP COMPANY, LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"ACHILLES"	On 25th July.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL...	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL...	"ORESTES"	On 8th August.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL...	"OOPACK"	On 9th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 10th August.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 10th August.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL...	"JASON"	On 31st August.
GLASGOW and LIVERPOOL...	"THE KAI"	On 10th September.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL...	"TELEMACHUS"	On 24th July.
LONDON, AMSTERDAM and ANTWERP...	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP...	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL...	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP...	"PARKING"	On 29th August.
LONDON, AMSTERDAM and ANTWERP...	"ACHILLES"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL...	"YANGTSE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP...	"ANTENOR"	On 26th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.
	"JASON"	On 3rd September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 20th July.
	"NINGHOW"	On 17th August.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. [9.10]

(Hongkong, 18th July, 1905.)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, NINGPO and SHANGHAI	"KALGAN"	On 24th July.
CEBU and ILOILO	"TEAN"	On 25th July.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TIENTSIN"	On 28th July.
	"SUNGKIANG"	On 29th July.
	"TAIYUAN"	On 2nd August.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.
* Reduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [11]

(Hongkong, 20th July, 1905.)

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Period Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RURI	2540	A. H. Nottley	Manila.	Sat., 24th July, Noon.
ZAFIRO	2540	H. Roiger	Manila.	S., 31st Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

(Hongkong, 24th July, 1905.)

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRA WADI" ... On 31st July.
S.S. "SIERRA BLANCA" ... On 20th September.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS. [1004]

(Hongkong, 17th July, 1905.)

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHERPOO OR CHIN WAN TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:-

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COUNTESS"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "TRIAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS. [19]

(Hongkong, 10th February, 1905.)

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Monday, 24th July, 3 P.M.
TIENTSIN	"ESSANG"	Thursday, 27th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 28th July, 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 28th July, 3 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"HOPSANG"	Wednesday, 2nd Aug., 3 P.M.
SANDAKAN	"MAUSANG"	Thursday, 3rd Aug., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 5th Aug., Noon.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Newchwang, Tientsin and Yangtze Ports.
* Taking Cargo on Through Bills of Lading to Lohai, Datu, Simporna, Tawao, Kudat, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

(Hongkong, 24th July, 1905.)

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATIONS).

"EMPRESS OF CHINA"	6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPRESS OF INDIA"	6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR"	4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"	6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class ... via St. Lawrence 420. via New York 422.

Intermediate on Steamers ... 240. and 1st Class Rail ... 242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and makes connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent. [9, Bond Street]

[6]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

BOGOR..... JAVA Second half of July JAPAN via SHANGHAI First half of August

TJIPANAS..... JAPAN Second half of July JAPAN PORTS First half of August

TJIMAH..... JAVA Second half of August JAPAN via SHANGHAI Second half of August

TJILATJAP..... JAPAN Second half of August JAPAN PORTS Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports not through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor. (Hongkong, 21st July, 1905.) [16]

VESSELS ON THE BERTH

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

THE Steamship

"KENNEBEC" will be despatched on FRIDAY, the 28th inst. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4, Des Voeux Road, Central. (Hongkong, 22nd July, 1905.) [181]

DAMPSCHEIFFS-REHDERER "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA" will be despatched for the above port on SATURDAY, the 29th July. To be followed by the Steamship "ALBENCA". Captain Peterson, on or about end of August. For Freight, apply to CARLOWITZ & CO., Agents. (Hongkong, 20th July, 1905.) [1468]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

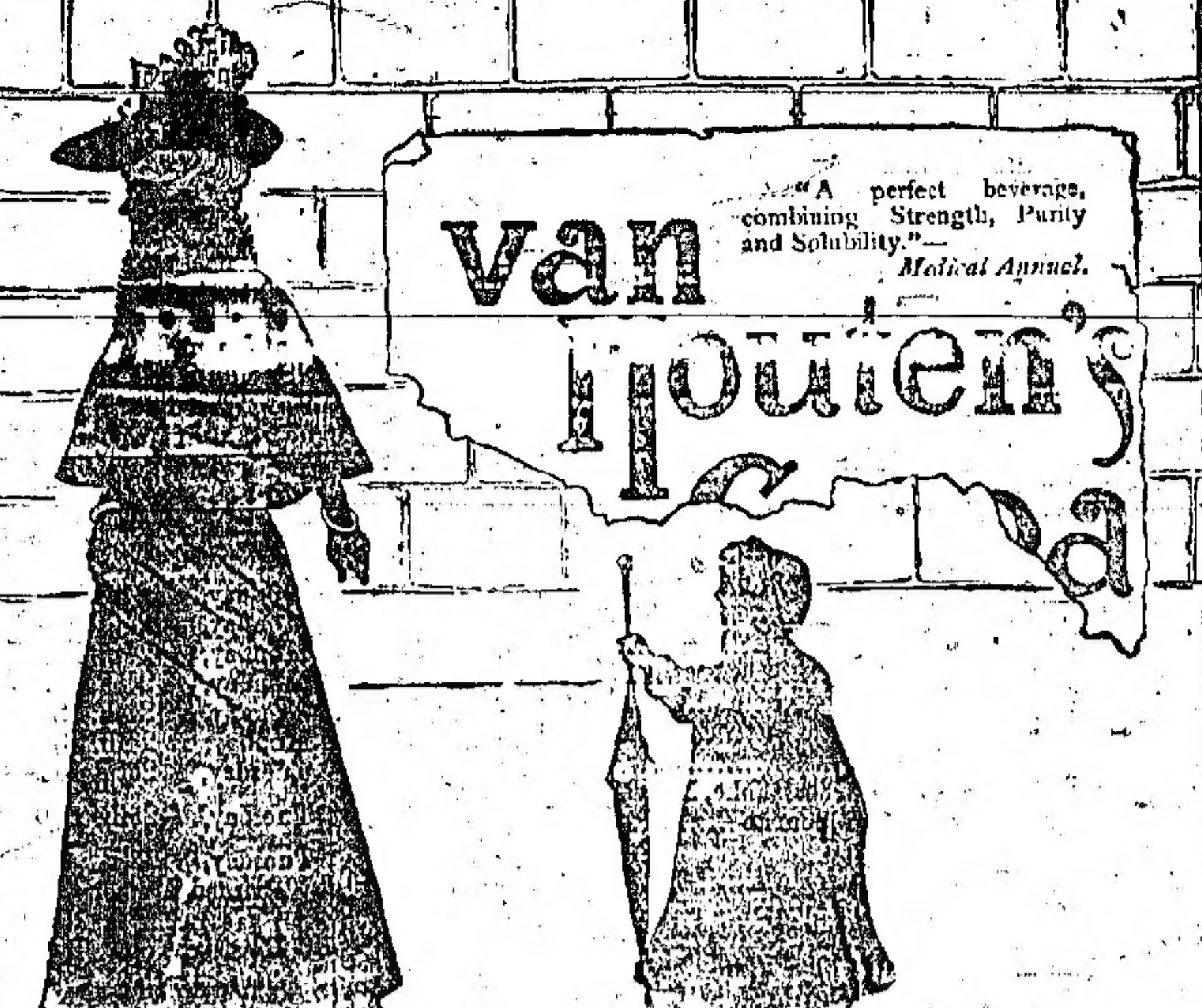
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE" will be despatched for the above ports on WEDNESDAY, the 9th August, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon and Stewards are carried. N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. (Hongkong, 18th July, 1905.) [1706]

MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to Wuchow, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. (Hongkong, 1st April, 1897.)



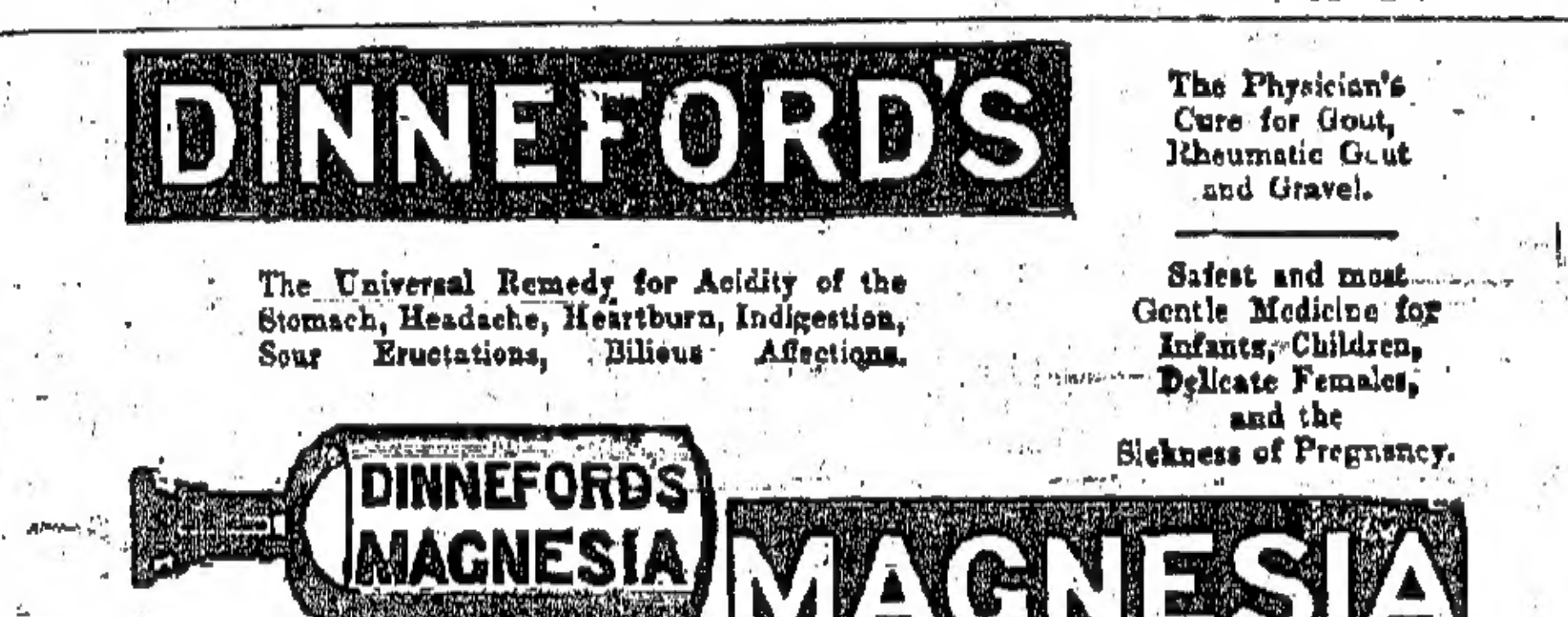
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Cocoa
A perfect beverage, combining Strength, Purity and Solubility. Medical Approval.

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"It means the Best Cocoa, my dear."

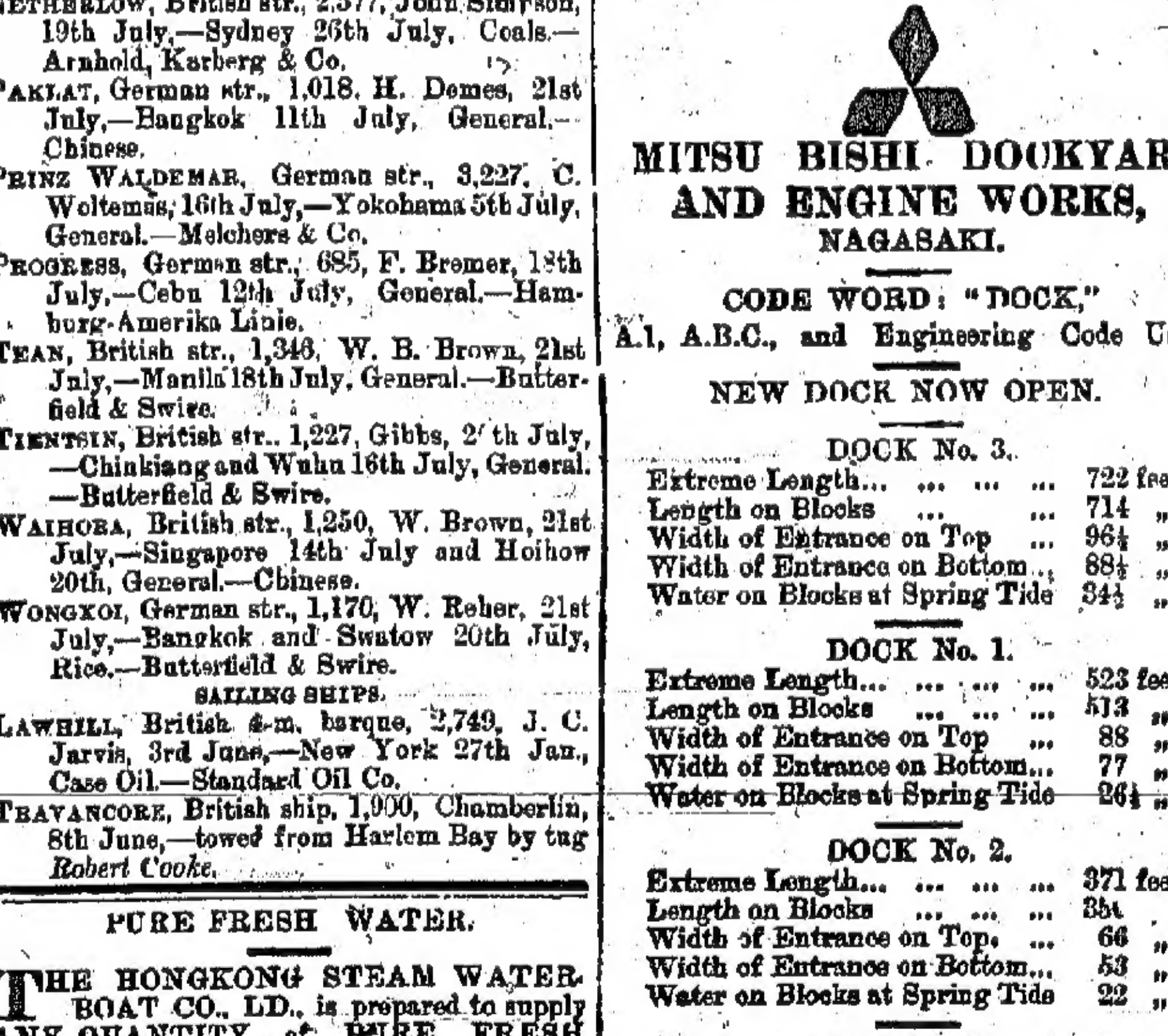
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INFANTS
and
INVALIDS.
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Benger's Food with Milk forms a dainty, delicious and most easily digested cream.
"Retained when all other foods are rejected."
Benger's Food is sold in tin by chemists, etc., everywhere.



DINNEFORD'S
MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bileus Affections. Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.



MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 864 "
Width of Entrance on Bottom... 864 "
Water on Blocks at Spring Tide 844 "
DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 844 "
DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 64 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 32 "
PATENT SLIP
Suitable for vessels up to 1,000 tons gross.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.
For Freight and further particulars, apply to DODWELL & CO., LTD., General Agents for China, Japan, &c., 4th Avenue, 189.
NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at Mr. H. L. TUNNIE'S KOWLOON STORE, No. 30 Elgin Road, and Mr. AH YAU'S FERRY WHARF, STALL. Price 15 cents per copy cash. (Hongkong, 22nd December, 1904.)



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WITH GRIMALT & CO'S
SARSAPARILLA
The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.
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